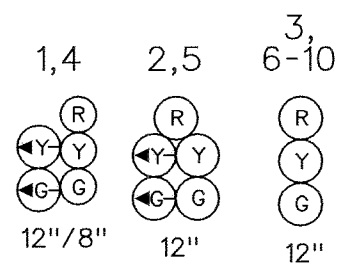


SIGNALS

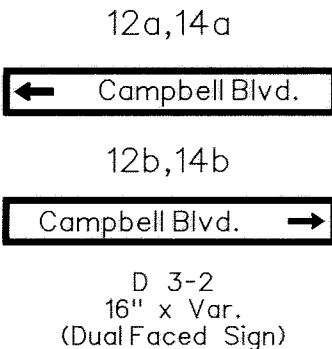
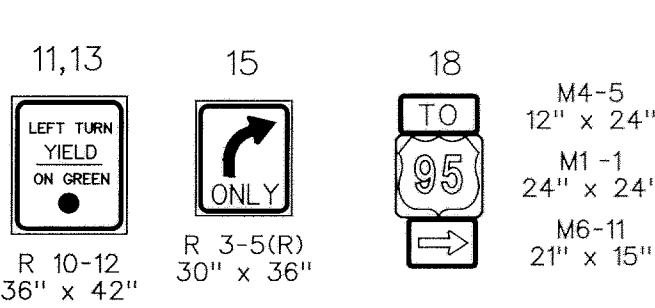


Note: Signal heads 1-3,6-8 and Signs 11,12,14-16 are existing.

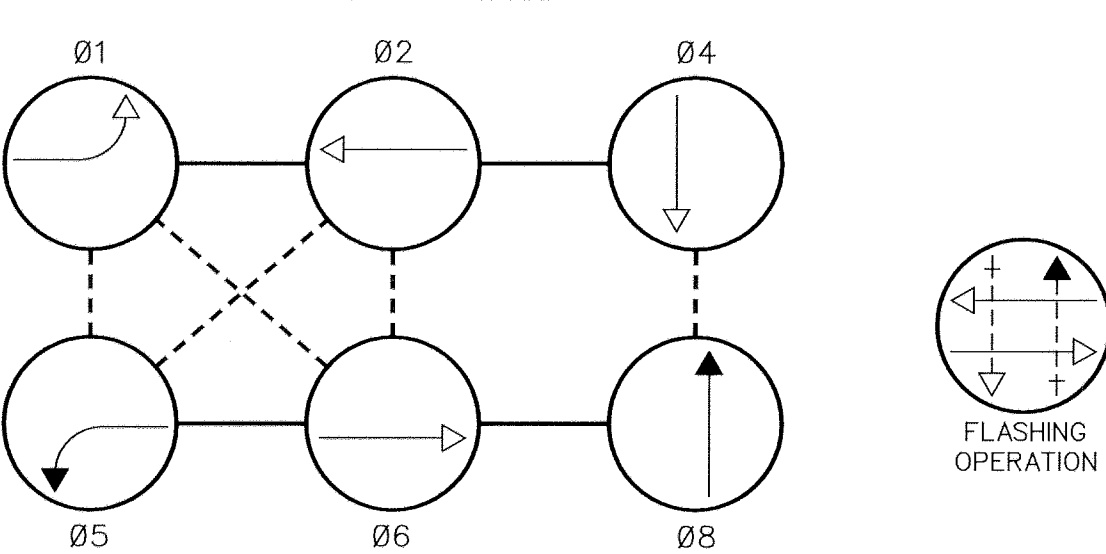
Signal Head 5 is existing and is to be replaced.

Signal heads 4,9,10 and Signs 13,17,18 are proposed.

SIGNS



NEMA PHASING



PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

MD 7 (Philadelphia Rd.)

MD 7 (Philadelphia Rd.)

CONSTRUCTION DETAILS

- A. Use existing cabinet/controller. Install one 4-channel rack mounted loop detector amplifier.
- B. Use existing handhole.
- C. Use existing handhole. Install 3/4 in. x 10 ft. ground rod if necessary.
- D. Use existing conduit.
- E. Install 27 ft. steel mast arm pole with a 50 ft. mast arm, vehicle signal heads, and signs (Note: one 2 in. PVC conduit bend).
- F. Use existing mast arm pole and install new vehicle signal head as shown.
- G. Use existing mast arm pole and replace vehicle signal head and install sign as shown.
- H. Use existing mast arm pole and remove sign as shown.
- J. Install handhole.
- K. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- L. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- M. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- N. Install 5 in. wide pavement marking - yellow for center line.
- O. Install 5 in. wide pavement marking - white for lane line.
- P. Install 24 in. wide pavement marking - white for stop line.
- Q. Remove existing base foundation and replace with 4 in. sidewalk.
- R. Remove existing pavement marking by grinding.
- S. Tie to existing pavement markings.
- T. Extend existing 2 in. PVC conduit to new mast arm pole.
- U. Install pavement marking symbol as shown.

CARMAX
Truck Entrance

NOTES

- 1. "D.O." indicates delay output loop detector.
- 2. Geometrics shall be confirmed prior to the installation of signal equipment.
- 3. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- 4. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings are existing.
- 5. Revision 'A' is a revision to the traffic signal built in February 23, 1995 under S.H.A. Contract No.: BW789-802-412.
- 6. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

GEOMETRIC LEGEND	REVISIONS	APPROVALS
EXISTING GEOMETRICS PROPOSED GEOMETRICS		ASST. TRAFFIC ENGINEERING DESIGN DIVISION
UTILITY LEGEND		ASST. DISTRICT ENGINEER - TRAFFIC
GAS MAIN WATER MAIN SEWER MAIN ELECTRIC CABLES STORM DRAIN AERIAL CABLES TELEPHONE CABLES		CHEF TRAFFIC ENGINEERING DESIGN DIVISION
	July 10, 1998 Modification for new geometrics. S.H.A. No. BW996M62	DIRECTOR, OFFICE OF TRAFFIC & SAFETY

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)
MD 7 (Philadelphia Road) at Campbell
Blvd. / CARMAX

DATE: February 23, 1995
DRAWN BY: A. A.
CHK. BY: J. A. B.
SCALE: 1" = 20'
F.A.P. NO. N/A
S.H.A. NO. BW789-802-412
COUNTY: BALTIMORE
LOG MILE * 03000706.01
PLAN SHEET NO.: 3517A
SHEET NO. 1 of 2

Revision "A"

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